

Telegraphic Miscellany.

Yellow Fever.
PENSACOLA, Nov. 21.—One death from yellow fever; no new cases. A strong northwest wind gives promise of cold weather.

The Speaker of the Next House.
WASHINGTON, Nov. 21.—The contest for Speaker of the next House will hinge on the tariff question. Carlisle will probably be the man.

The Land League.
DUBLIN, Ireland, Nov. 21.—Hostilities to Parnell are fast developing in the Irish National Land League.

Railroad Collision.
SAN FRANCISCO, Nov. 21.—Two trains collided at Davisville, killing a brakeman.

The Tariff Commission.
NEW YORK, Nov. 21.—The Secretary of the Tariff Commission says the report will not be ready before December 4th.

War and Rumors of War.
WASHINGTON, Nov. 22.—Private advice announced the death in New York this morning of Tariff Commissioner McAdams.

Senator Neill, Brazilian Minister here, in an interview tonight, says the published rumors of a coming conflict between Brazil and the Argentine Confederation, for a disputed piece of Territory, are entirely unfounded.

Against Marriage Associations.
WASHINGTON, Nov. 22.—Assistant Attorney-General Truman is preparing an elaborate report on the Southern Marriage Association and kindred societies, which is to be submitted to the Postmaster-General tomorrow. It is understood that he takes strong grounds against the legality of such concerns.

Virginia's Bondholders.
RICHMOND, Nov. 22.—The Virginia Bondholders' Association is preparing a petition for the collection of a tax of two cents on one hundred dollars for a sinking fund to pay off the principal of the bonds.

Steel Manufacturers to Close.
CHICAGO, Nov. 22.—The threat of steel mills to shut down in view of unprofitable outlook, is the general theme of conversation to-day.

Steamship Wrecked.
QUEBEC, Nov. 21.—Advice received state that the steamship Wrenmouth, for London, lumber laden, was wrecked during a gale and snow storm on the Magdalen Islands, on Sunday night. The whole crew is rescued except four, whose names are McCall, Townsend, Martin and Chief Engineer Hutchinson. The vessel and cargo are insured in London.

Public Funerals Forbidden in Boston.
BOSTON, Nov. 23.—Owing to the prevalence of diphtheria and other contagious diseases, public funerals are forbidden by the board of health.

Thurlow Weed Dead.
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Fatal Flare.
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Editorial Notes.

Mexico has abolished the law laying export duty on money. It went into effect about two weeks ago.

TEMPER is excited over what is supposed to be the discovery of very rich mines in the vicinity of that place.

THE admission of the Agua Caliente vote turns the tables still further toward the Democratic side of the house and gives them both the Recorder, Neil Osborn, and a second Assemblyman, Mr. Webb.

THE Board of Supervisors of Yavapai have refused to canvass five precincts in that county on account of informalities in the returns. The people of Yavapai should send their returns down here if they want them counted. Our Board of Supervisors have determined that it is their duty to canvass everything presented to them as returns.

PRESIDENT papers seem to think the capital of very little financial benefit to the place. The glory of the thing must have great attraction, for they seem wonderfully afraid that a move will be made to take it away from them during the coming winter. They seem to have more to say on the subject than any of the other papers of the Territory.

CAN our town authorities do nothing to rid the place of the nuisance called "tramps"? A man might stand it to be bounced for a two or four bit piece once or twice a day, but to be "stood up" as it were, three times in walking two blocks, is putting the matter in rather a promising quantity. Our streets and ditches need cleaning badly and some of these days the town will be paying men to do the work which might be done by these fellows that ask money, not meals, and disgrace our town by their presence as well as disgust our visitors with our town government.

THE University of Arizona should receive the attention of our legislature the coming session. The Territory is absolutely without means of higher education within its borders. A beginning should be made, no matter how small and humble, but a beginning nevertheless. The Territory is not too young to afford its citizens ample means of educating their children. The public school system is good so far as it goes—indeed it goes too far, Latin and Greek and higher mathematics, studies that but a very small fraction of the people ever have the time or means to cultivate themselves in, should have no place in the public school. The whole people should not be required to pay for the higher education of a few.

THERE is such a thing in this country as mining black-mailers. Tucson is said to be the headquarters of a clique of that stripe whose main business appears to be to black-mail every property offered for sale that is not offered through them. In short, is nothing less than an attempt to force mining property into their own hands to be disposed of as they may think best. Incoming mining men, or who appear to be mining men, are met at the depot by black-looking strangers who hail them and make themselves familiar, much as a Bunko stealer does in our great cities; talks mines and mining interests till by and by the traveler asks about certain property. His intentions are "twisted" by the stealer and he is gradually drawn out till it is pretty well known what he is about, and then if the property he seems to be looking after is not within the control of the black-mailers it is given such a black eye that nine cases out of ten it is abandoned by the would-be purchaser and his attention directed to something within control of the clique. The institution is a disgraceful one, and a disgrace to the Territory wherever it exists, and is the ruination of the mining business, for too often the property black-mailed is worth more than that presented in its stead, and too often men are steered into worthless property and their money stolen.

THURLOW WEED DEAD.

Our telegraphic dispatches announce the death yesterday morning of the veteran journalist Tweed. For more than fifty years the Hon. Thurlow Weed has been a prominent figure in the journalistic ranks of our country. During those long years of devotion to the business there has never been a time when he did not command the highest respect as a man of ability and sterling character. With Bennett and Greeley the vigor of his young manhood was called into action in performing the arduous duties of a journalistic life, and with them he has stood shoulder to shoulder until one by one the scythe of time has cut them down.

THE Mack Morris company, of Globe, lately shipped three bars of bullion silver valued at \$4,983.52.

ARIZONA CENTRAL RAILROAD.

From the New York Tribune, we clip the following bit of correspondence in regard to the powerful railroad company of which the Herald gave a hint a few days since, stating that Senator Logan was one of its leading spirits. The company has been fully organized, incorporated, and has obtained a charter for the road, and a part of the capital stock paid up. It will seek a guaranty from Congress this winter for the bonds issued. It is sincerely to be hoped that the company will be successful in the financial aid which it seeks that we may speedily have an opening to the world for the great treasure of a country which constitutes Central Arizona. The railroad must come first from some source before development can go forward to any very great extent. We clip:

Another very interesting matter has just been made known here by the recent obtaining of a charter for the Central Arizona railroad, in which a goodly number of President Arthur's appointees are interested, which is backed by Simon Cameron, Don Cameron and Senator Logan, and which relies upon the guaranty of eight millions and a quarter of its bonds by the National Government at the next session of Congress. The officers of the road are: President, Mr. Toole, of Hudson & Co., bankers, Tucson, vice-president and manager, Mr. N. Y. Secretary, United States Marshal Tibbitts, Council, District Attorney Zabriskie, and Treasurer, Royal M. Johnson, of New York. The Directors in addition to these officers are: Senator Logan, Simon Cameron, Don Cameron, Governor Sheldon and General Atkinson, of New Mexico; Attorney-General Robinson and Judge Hoover, of this Territory, and Judge Brice, of New Orleans. It will thus be seen that the Attorney-General, Judge of the First Judicial District, United States Marshal and District Attorney, are among the incorporators of this railroad, which surely should not lack for legal talent, and which, considering its backing, may fairly be called a salaried enterprise. The charter was obtained under the General Railroad act by filing a map and the necessary papers with the Secretary of State, Van Arman, and each county through which the proposed line runs. The capital is fixed at \$3,350,000. The amount subscribed is \$170,000, of which 10 per cent, or \$17,000, has been paid in. Bonds are to be issued to the full amount of the capital, and early in the session Congress is to be asked to guarantee these eight millions and a quarter of bonds "for the benefit of the Territory, the railroads in which have never had any federal aid," say the incorporators. One of them added in speaking with me: "We get influence enough to get this thing through Congress, and considering the political backing and the power of Administration patronage, I thought it not unlikely. The route of this road will be from Casa Grande, a station on the Southern Pacific west of this city, nearly north, touching Phoenix and Prescott, and passing through considerable grazing and mineral land to the Atlantic and Pacific Railroad, which will be reached probably at Old Huaplapi, some twenty miles below the thirty-fifth parallel. Thence the projectors intend to run over the Atlantic and Pacific track west, crossing the Colorado River at the only available point—the Needles—and thence to build a narrow gauge north through the corner of California and Nevada to meet the Utah Southern Railroad at a point near the Mormon Range on the Utah line. The importance of this line comes from the fact that the incorporators are in sympathy with the Southern Pacific. For some time it has been known that the latter road is dissatisfied with the maintenance of that unproductive portion of their lines across the wastes of southwest Arizona, and across the great Colorado desert in California. The question of taking up the rails between Casa Grande, Arizona, and Los Angeles, California, on the completion of the Atlantic and Pacific, has been several times under consideration. The completion of this Central Arizona and of the Atlantic and Pacific, however, will give a through line 200 miles shorter than the present route over the desert, and which is expected to lessen the time between New York and San Francisco by a day. An officer of the Southern Pacific is reported to have said informally that the track of his road would be taken up between Casa Grande and Los Angeles when the new Central line was finished. In that case the Central Arizona will form a connecting link between the Atlantic and Pacific, which is controlled by the Southern Pacific and the Southern Pacific proper to El Paso and the Huntington Southern transcontinental route. Although this proposed line is in perfect accord with the Southern Pacific, it is claimed the latter has no pecuniary interest. The bill asking a guaranty of its bonds will be introduced at an early day in Congress—possibly by a New York Congressman. This new corporation is known both as the Central Arizona and the Central Arizona and Utah Southern.

Railroaders' Relief.
The most comfortable ticket office, 187 West V. Street, is presided over by Mr. C. V. V. Ward, who thus addressed one of our representatives recently: "Some months ago I had rheumatism in my right arm, and was unable to raise it. I was assisted by a friend to use St. Jacobs Oil. I did so, and before the second bottle had been exhausted my arm was perfectly well."—Brooklyn Eagle.

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MISCELLANEOUS.

Stewart's Stage Lines.

Phoenix to Prescott

Phoenix to Maricopa

Time to Prescott: 24 hours

Time to Maricopa: 8 hours

Invigorator Samples Free.

THE GREAT ENGLISH REMEDY

PERUVIAN BITTERS

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MEDICAL.

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Dr. Liebig's

Dr. Liebig's

Dr. Liebig's

Dr. Liebig's

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